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\$14.00 PER DOZEN.
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Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDY
For Bottle ... \$2.50
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H. PRICE & CO.,
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HOUSEHOLD
AMMONIA
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin; counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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LIMITED.

THE HONGKONG DISPENSARY.

CUTLER, PALMER
& CO.'S

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

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PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2866]

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CIGAR FACTORY.

FACTORY: 32 MACDONNELL ROAD, KOWLOON.
OFFICE: 34 QUEEN'S ROAD CENTRAL.

ALL OUR CIGARS ARE PREPARED
BY FILIPINO HABANEROS
specially engaged for our factory and are made from well seasoned leaves imported from Manila under the direct supervision of our Tobacco Expert.

Samples may be had on application.
We recommend a trial of the following brands—
LONDRES PERFECTOS
HIGH LIFE **REINA VICTORIA**
If your tobaccoist cannot supply you with our make please apply to us.

Special terms to Clubs and Messes.
Discounts on orders from Coast and other ports.
AGENTS WANTED.
J. C. DOS REMEDIOS & CO.
Hongkong, 9th May, 1905. [a1168]

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HIGH-CLASS OUTFITTERS.

NEW LINE SUMMER GOODS.

WHITE GAUZE SHIRTS, WHITE
TUNIC SHIRTS, PYJAMA SUITS,
BOSTON GARTERS, WHITE GAUZE
UNDERWEAR, TENNIS SHOES, BADEN
POWELL COLLARS, STRAW HATS.
THE LATEST STYLE FASHIONABLE HATS. THE LADY CURZON SUN HAT. THE SIR HENRY BLAKE SUN HAT. THE LORD CURZON SUN HAT. WHITE DRILL POLO HELMETS. WHITE DRILL BATANGA HELMETS. WHITE STEAM HELMETS.

THE NEWEST THING IN SUMMER
WAISTCOATS.
THE LATEST IN FASHIONABLE
NECKWEAR.

INSPECTION INVITED.
HONGKONG HOTEL BUILDING.
Hongkong, 10th May, 1905. [a1060]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPRADORS,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store in this Colony at Nos. 60 and 61, ELGIN ROAD, KOWLOON, under the Style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.
Hongkong, 9th March, 1905. [a660]

CAFE WEISMANN.

THE Public are invited to pay a visit to our
NEW ARTISTIC Tiffin Rooms.

The only place of its kind in Hongkong.

A Veritable Fairyland.

Real German Pilsener Beer on Draught.
Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 27th April, 1905. [1081]



KÜPPER'S
PILSENER BEER.

The best PILSENER in the East; ask for Küpper,
and see that you get it.

Telephone No 75.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS

15, QUEEN'S ROAD CENTRAL,
Hongkong, 20th April, 1905. [a57]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANT

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER -	12.50
" C. P. & CO.'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
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" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

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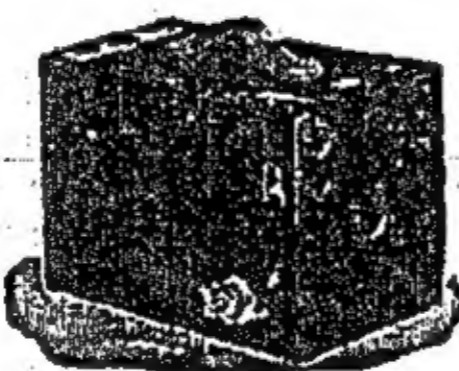
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W. LAHMEYER & CO., FRANKFURT A/M.

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer.

NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a39]

ALARMING INCREASE
IN BALDNESS!!!

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair, Premature Greyness, &c., &c.

A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.

THE GREAT HAIR PRODUCER AND RESTORER.

The Finest Dressing. Specially Prepared and Delicately Perfumed.

A Luxury and a Necessity to every Modern Toilet.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS,

(Crown Brand.)

APOTHECARIES HALL, HONGKONG. [a38]

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JUST ARRIVED A SHIPMENT OF PIANOS SPECIALLY MANUFACTURED
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BRINSMEAD Mahogany Patent	\$850	BROADWOOD Ebonized Over-	\$750
Transposer	750	trung	700
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" Vertical	650	CHALLENGE Overstrung	600
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Above may be had on the MONTHLY PAYMENT SYSTEM—SECOND-HAND
PIANOS for Sale from \$100 Each. PIANOS on HIRE from \$10 per Month.

LANE, CRAWFORD & CO.

Hongkong, 9th May, 1905. [a36]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.50
Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.50
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong:
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The Odes of Calpurnius, by Cranmer-Byng ... \$0.35	De Profundis, by Oscar Wilde ... \$1.75
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FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.
"PRIMUS" CAMERAS & ACCESSORIES.
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PRINTING & DEVELOPING UNDERTAKEN. [a46]

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Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTALLATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904. [a17-2]

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FIRST-CLASS AND UP-TO-DATE.

Living accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,

Acting Manager.

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a86]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1905. [a1081]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a48]

CARLTON HOUSE
HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Entrance and the Waverley Hotel have been thoroughly renovated and furnished in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a4]

MACAO
AND
CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable

WM. FARMER,
Proprietor.
1885a

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA)
MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desiring of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hongkong*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOA VISTA."
For Terms, apply
[a241] **THE MANAGER.**

FRENCH COLONY NOT GUILTY.

An independent correspondent says he can assure his journal that it was false to say that the Russians stayed in French waters with the complicity of the local Government.

WATER TWO CENTS A DRAIN.

A French correspondent at Camranh says the Russian Fleet as it left there comprised 25 warships, a strong towing vessel for ironclads, a large workshop with forge, and a water-boat with good water for all. The last was formerly an oil-carrier. The water cost the Russians six centimes a litre (about 1/10 pints), which seems enough. There should be a profitable opening for the local company's steam water-boats, if water is not contraband.

ROZHDZHENSKY AT HONGKONG.

Apologies for this heading. It is true, but misleading. It appears that Rozhdzhenksy and his officers were so delighted with the magnificent natural harbour of Camranh that they christened it "an Hongkong Francis."

EXPERT OPINION.

A British naval officer, staying in Yokohama told the *Advertiser* that the natural position for Togo to take is in the Hsiao Channel off Nansha Cape, the southern extremity of Formosa. Here he could guard the two passages that lead from the China Sea north and still be in a position to intercept Rozhdzhenksy should he slip through Mindoro Channel and come up the east coast of the Philippines.

TODAY'S LAIR.

A Japan theory is that Admiral Togo is probably in some secret anchorage among the bays and reefs west of the Philippines and north of Borneo, with fast scout vessels, equipped with wireless telegraphy, at each of the passages.

SIGNIFICANT.

A Manila paper seemed surprised by the following incident. An American ship in harbour tapped the message: "Any wireless inside?" It replied: "Do you wish to communicate?" but there was no answer. Of course the inquirers had learned all they wanted to know.

A FOURTH SQUADRON.

The *Nagasaki Press* has a telegram to say that a Fourth Battle Squadron, consisting of the battleships *Alexander II* (1927 tons), *Albatros* (13,400 tons), and *Paul L.* (13,400 tons), the second-class cruiser *Admiral Korshakoff* (5,000 tons), and the *Azore* (1,000 tons), will pass the Suez Canal in July.

NETHERLANDS INDIES.

The Java papers have given voice to the Colonial apprehensions on the near approach of the Battle Fleet and the supposed danger the Netherlands Colonies were in. This seems to have been to some extent a reflection of the strong feelings in the Mother Country. The *Levenspiegel* of April 18th quotes from the *Hague Telegraph*, whose correspondent wrote that he had had an interview with a politician who may be supposed to be well informed about the transactions in the Ministry for Foreign Affairs. He confirms the report that the Netherlands Government sent a firm note to the German Government regarding the position of the East Indies in connection with the Battle Fleet. He also says that communications have been exchanged with the German Government as to the desired protection from possible attack by another Power. At first the German Government did not want (so he says) to have anything to do with such an affair. He cannot tell the point the negotiations have reached, but he says Germany demands too much—several coaling stations; a special tariff on German manufactures in the Indies, &c. The weak attitude of the Minister for Foreign Affairs caused the Netherlands Government to send after him another diplomat to assist him. The *Levenspiegel* of April 18th also mentions a growing uneasiness as to the Colonies. The ministers had been called together several times and the ministry for foreign affairs was in a terrible disorder. The Japanese Note was a stiff one and called attention to the necessity of observing strict neutrality, and the Colonial Department hardly knew what to do. The only available ships, the *Zeland* and the *de Ruyter* have been sent to India, so that the remaining fleet consisted of three battleships, five small cruisers and a few torpedo boats. Sabang, the new harbour, has been put in a good state of defence as the shortness of time will allow. Padang, Sourabaya, and other ports are guarded, and the Governor General has issued strict orders to keep the movement of troops a secret. It is a matter of the most supreme importance that we should retain our Colonies, as without them our nation is reduced to a condition of no importance whatever. That loss would mean the fall of an ancient and glorious country. Reports come in from all sides about the doings of Japanese ships in Dutch waters. The ships of Admiral Uri are at Labuan. Two Japanese warships entered Teluk Betong and treated the authorities "with haughtiness." They went ashore to send a telegram to Japan, and then they demanded coal, but left on the refusal of the Hollanders. Spies have also been noticed in Java and Sumatra and everything shows that Japan is carrying out a clearly thought out policy in the East Indies. The probabilities that the Russians will pass along the south coast of Java and there meet the Japanese are great. If we are not able to enforce strict neutrality will not the Powers interfere? Much will depend on what England, America and Germany will say. Every opportunity should be taken of getting assistance from another Power. Situated as we are, as we are at the mercy of our enemies. What will Holland do? Shall we offer another power a part of our Colonies? Shall we follow the advice of the *Telegraph* and make an offensive and defensive alliance with Germany? It is very doubtful if Germany will risk burning her fingers for the sake of Holland. Never yet has a small country been in such a predicament.—*Singapore Free Press*.

FRENCH NEUTRALITY.

The *Japan Chronicle* publishes from the instructions issued to French authorities the following rules:

1. In no case whatever is a belligerent ship allowed to make use of a French port, or the port of a country under French protection, for purposes of war, or for procuring arms or munitions of war, or for executing under cover of effecting repairs any work that would tend to increase her fighting power.
2. The duration of the stay in French ports of belligerent ships is accompanied by a prize or prize is limited by no special regulation. However, to be authorised to remain in port, such vessels are bound to conform to usual conditions of neutrality, which may be summed up as follows:—

(a). Ships admitted to the benefit of asylum must preserve peaceful relations with every other vessel anchoring in the port, and particularly with the ships of the enemy.

(b). The said ships must not, with the aid of resources procured from shore, increase their war material, reinforce their crews, or recruit volunteers, or from among a side of their own nationality.

(c). They must abstain from all inquiries regarding the force, location, or resources of their enemy, from departing suddenly in order to pursue hostile vessels the approach of which may be signalled—in a word, to refrain from using the port of asylum as a base for any operation whatever against the enemy—and must use neither force nor ruse to procure prizes taken by the enemy, or to deliver prisoners of their nationality.

A belligerent ship can only be furnished with victuals, provisions, supplies, and means of repair that are necessary for the subsistence of the crew and the safety of her navigation.

Now, it is evident from the tenor of these rules which, it must be remembered, are identical with those issued upon the outbreak of the Hispano-American War, that the French Government does not regard the stay in a French port of a belligerent ship as in itself an offence against neutrality, and in the absence of international compact declaring what are the duties of neutrals in this respect Japanese journals would do well to bear this consideration in mind instead of at once jumping to the conclusion that France is deliberately straining its regulations in order to assist Russia.

THE RUSSIAN FLEET IN A TYPHOON.

The following telegram purporting to have been dispatched from Saigon on May 5th to the Manila *Cablenews* is reproduced with all reserves:—A severe typhoon has seriously damaged several of the ships of the Battle Fleet under Admiral Rozhdzhenksy which is now at Van Hong Bay. The vessels were manoeuvring outside and received the full force of wind and water. Two of them were knocked about considerably and it is believed that their machinery was somewhat crippled. One in particular must be in a condition which would make it impossible for her to fight to any advantage as her guns were knocked away and she shipped a great deal of water. While the fleet is well in French China waters it is the evident intention to go north, probably to Petropavlovsk as soon as joined by the third squadron which has passed Singapore according to cables from there.

THE IMMINENT BATTLE.

The relative strength of the two armadas is being thus set forth in Japan:

ROZHDZHENSKY'S FLEET.			
Battleships	Tonnage	Main Battery	Calibre
Alexander III	13,500	12 in.	12 in.
Albatros	13,500	12 in.	12 in.
Paul L.	13,500	12 in.	12 in.
Admiral Korshakoff	5,000	6 in.	6 in.
Azore	1,000	6 in.	6 in.

JAPANESE SQUADRON.			
Battleships	Tonnage	Main Battery	Calibre
Mikasa	12,000	12 in.	12 in.
Asahi	12,000	12 in.	12 in.
Yamato	12,000	12 in.	12 in.
Fuji	12,000	12 in.	12 in.
Chiyoda	7,500	12 in.	12 in.

CRUISERS (ARMED).			
Armament	Tonnage	Main Battery	Calibre
Asahi	9,500	6 in.	6 in.
Yamato	9,500	6 in.	6 in.
Yamato	9,500	6 in.	6 in.
Yamato	9,500	6 in.	6 in.
Yamato	9,500	6 in.	6 in.

THE STRIKE RIOTS AT CHICAGO.

An being supplementary to the *Daily Press* telegram of the 5th inst. we republish the following from the *Manila Cablenews*:—Chicago, May 4.—As predicted yesterday Chicago is to-day in the hands of a fierce mob. The strike of the members of the Teamsters' Union has brought about a frightful condition of affairs, and blood soaks the streets in many districts. The police are apparently unable to cope with the tens of thousands of union men and sympathisers who have joined with the teamsters, and there will be much loss of life and property.

The employers who are banded together for mutual protection called on the mayor to-day and asked that troops assist in maintaining law and order. The mayor flatly refused and said that the city authorities could handle the strike. This is in line with his policy and political affiliations, which are socialistic.

The employers have tried to bring in men to take the places of the strikers but so far have been unsuccessful as the strikers have agents all over this and other States to dissuade by word or blow the men sought. The strike had worked terrible hardships on the poor as the necessities of life are scarce on account of the inability of the butchers, bakers and grocers to get goods delivered to their establishments. Furthermore, the weather is warm and coal is not needed for heating.

The strikers practically control the streets and hundreds of assaults take place hourly. The hospitals are filled with the injured.

SHIPPING NEWS.

MORE RESURRECTED GALLEONS.

The *Robert K.* returns to Manila for the purpose of bringing to Hongkong the Spanish hulk *Mindanao*.

THE N. D. L. "TRAVEL."

The well-known N. D. L. trans-Atlantic liner *Trave* arrived at Woonong on May 2nd. The steamer, says the *N. D. Daily News*, has been chartered by the Russian Government to take home a large body of the refugees now in the Settlement. The *Trave* is one of the company's fastest boats and she made the run out from Port Said to Singapore in thirteen days, carrying the record mail, as far as quick dispatch is concerned, to that point. Considering the typhoon in the China Sea, and the fog in the Formosa Channel, the run from Singapore to Shanghai in six days and two hours was also very fair. Capt. Urban reports that he saw nothing of the Russian Fleet coming up, but the fog prevailing may have been the reason.

STEAMER MOVEMENTS.
The M.M. str. *Peloponnes*, with the next French mail, left Singapore on Monday, the 8th inst., at 6 p.m. for this port via Saigon. The P. & O. str. *Palermo* left Singapore for this port on the 8th inst., at 1 p.m.

MARINE MAGISTRATE'S COURT.

Tuesday, 9th May.

BEFORE HON. CAPT. L. A. W. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

NEGLECTED NAVIGATION.

Kwak Pat, master of the steam launch *Gretchen*, was charged, at the instance of Capt. R. W. O'Donnay of H.M.S. *Andromeda*, with negligently navigating his launch in the waters of the Colony on the 4th instant.

Middleman L. West stated that on the 4th instant about noon, while in charge of the picket boat steaming towards Murray pier, he observed the *Gretchen* on his port bow, near the Dockyard Extension, steaming across the course of the picket boat on a course parallel to the shore. When about 100 yards distant, the *Gretchen* sounded two blasts on her whistle as if she were altering course to port, which she did not do. She continued her course at speed, and had it not been that I used speed of the picket boat and ported my helm, there would have been a serious collision. As it was, the boats passed within a few feet of one another.

Kwak Pat said he did not see the picket boat until he was close to it. He then demonstrated by models that the vessel was clearly on his starboard bow, and that he did not give way as he should have done by the rule of the road.

His Worship suspended defendant's certificate for six weeks.

THE MACKAY TREATY.

It begins to look as if the British Government is not always solely to blame for its ignorance of conditions in China. We thought Mr. E. S. Little's complaints were "specific" enough, but our Minister at Peking seems to think otherwise. *Vide* the following letter sent to the *North-China Daily News*: Sir—Referring to the telegram to the Foreign Office, I forwarded the same to Peking through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for forwarding this message to the British Government, and further informing me of specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram which was signed by more than seventy British merchants, is worded as follows:—

"British merchants draw Government's attention to the fact that China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Beg British Government insist on Treaty being made immediately operative."

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press. By these means every possible effort is being made to compel the Government's attention to this now burning question, I am, &c., EDWARD S. LITTLE.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MAY.

LEVEL.	1904.	1905.
Below overflow. Below overflow.		
Tytan	39 ft. 6 in.	34 ft. 8 in.
Bywash	28 ft. 3 in.	28 ft. 3 in.
Pokfulam	37 ft. 8 in.	13 ft. 7 in.
Wongnienchong	40 ft. 9 in.	45 ft. 2 in.

STORAGE GALLONS.	1904.	1905.
Tytan	57,800,000	154,280,000
Bywash	2,000,000	2,000,000
Pokfulam	1,300,000	36,725,000
Wongnienchong	581,000	nil.
Total	59,681,000	191,005,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

CONSUMPTION.	1904.	1905.
Consumption	72,962,000	124,422,000 gallons
Estimated population	223,300	228,100

Consumption per head per day... 10.9 18.2 gallons
Intermittent supply during the whole month of April, 1904.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

CONSUMPTION.	1904.	1905.
Consumption	12,049,000	14,335,000 gallons
Estimated population	67,350	73,050

Consumption per head per day... 6.0 6.5 gallons
The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

THE RECENT PAN-ASIATIC TREMOUR.

If it is true, as legend has it, that Japan reeds on the back of a fish, then Leviathan was greatly disturbed on Thursday evening, recently remarked the *Japan Advertiser*, he made a desperate attempt to scratch his right ear with his left hind hoof and he succeeded in hitting somewhere just below Yokohama. It was no boy's size earthquake that disturbed the torpor of this peaceful village, and they who have lately come to Japan are beginning to look up the schedules of steamers back to lands of more secure underpinning. But the playful twister was attended by serious consequences. In the Japanese town one house was so badly tilted off its plumb as to necessitate its being torn down. On the Blnf several chimneys toppled over and plaster ceilings were badly cracked. One German gentleman who has a priceless collection of porcelain and Satsuma ware counts his loss very severe. Several of the curio stores and porcelain shops of the Japanese also suffered from toppling shelves and falling china.

PHILIPPINE OPENINGS.

There are fortunes to be made out of the natural products of the Philippines. Opportunities for getting rich in a comparatively short time are, says the *Cablenews*, continually presenting themselves, and what they want is the right man to take advantage of them.

Dr. Welborn, chief of the bureau of agriculture, has perfected a machine which will probably add millions to the wealth of the islands, and Mr. Lindsay's lupin strippers mean at least a cool \$12,000,000 a year to the Philippines if all goes well. In improved sugar mills and pre-arranged methods of cultivating the cane there also lies almost fabulous wealth.

Governor General Wright was heard to remark that a sugar mill, if properly managed in any of the richer sections of the islands, would more than pay for itself in a single season. In the cultivation of rubber-grown Sumatra tobacco an enormously profitable industry can be built up in a space of three or four years. In the northern part of Luzon are thousands upon thousands of acres of rolling grass country back among the hills where rinderpest is practically unknown and where not only enough beef for the Philippines could be grown, but enough to establish an important industry with Asiatic cities, where first-class meat always brings gilded prices.

Dr. Welborn's machine is a cotton gin for stripping tree-cotton. Quite by accident the doctor discovered that a species of the tree-cotton plant staff from one of the islands to the south of the Philippines had been sold in San Francisco for 15 cents a pound. Upon inquiry he ascertained that the product was selling for as high as 20 cents a pound in New York, it being greatly prized there as a material for stuffing pillows and cushions.

This remarkable demand set the doctor to thinking about the possibility of utilizing the tree-cotton in the Philippine Islands. From one end of the Archipelago to the other this cotton-bearing tree grows on every available spot of ground, thriving in poor soil as well as rich. It is present the natives and Chinese gather enough of the long green pods to fill their own pillows, and allow the rest to go to destruction.

In the south the tree is utilized as a shade for young abaca, and Dr. Welborn sees no reason why it should not be similarly utilized as a shade tree and thus be put to a double purpose. The amount which the islands would produce is practically unlimited and need be governed only by the demand. As the fibre is unquestionably far superior for pillows and cushions to any other cheap material yet discovered, there is no reason why, with its general introduction into civilized countries, the demand might not increase immeasurably.

The gin which the doctor has perfected is, of course, the key to the whole situation, as the business could never be made to pay if the cotton had to be hand-picked as it now is by the natives. The gin could easily turn out a 500 pounds of cleaned cotton in a minute, so that the time means as much to the tree-cotton industry here as the cotton gin meant to the cotton industry of the United States.

In the cultivation of rice Dr. Welborn also sees tremendous possibilities. With the carabao it takes the native four or five days to plow an acre of ground, and even then it is so imperfectly done that it must be plowed twice more before the ground is ready for the harrow. With a modern plow such as the bureau has introduced into the islands 25 acres can be plowed in 24 hours, and the work much more thoroughly done than with the carabao. In almost every instance the rice land can be irrigated at small cost, and water kept continually on the land and the grass, banana, sugarcane, cannot spring up and strangle the rice crop as it is only too likely to do when cultivated in the Philippine way.

Of course the soil becomes impoverished, and the Philippine does nothing to restore it. The simplest and most effective remedy in this country Dr. Welborn has discovered to be the velvet bean. This hardy plant will gather under ordinary conditions 100 pounds of nitrogen per acre from the air, and this, taking nitrate of soda as a basis of comparison, is worth at least \$20 gold an acre. Worn-out rice paddies could easily be restored to fertility in this simple and inexpensive way.

Dr. Welborn is also paying careful attention to the quality of rice grown throughout the Archipelago, as well as to the cleaning of it for the market. The natives have made no effort to keep separate the different varieties of rice and, as a result, there is a sad mixture of all varieties. Among them the doctor finds one variety worthy of preservation. Outside of that it has been thought best to import the South Carolina golden and the Honolulu, both being superior varieties and well suited to the climatic conditions here.

The islands are woefully deficient in rice cleaning machines. There is not a single mill in the Philippines capable of turning out full head rice such as is required in the European and American markets. The machines now in use break the kernels so that they produce a low grade rice that the American market would not have at any price. In America a full head (fully rounded and well polished kernels) brings five cents gold a pound. Here in the Philippines good rice fetches two cents gold a pound, and poor rice only one-quarter of a cent a pound less; the natives having become so accustomed to the poor quality that they draw little distinction. At present full head rice is practically unknown in the islands; the proper machinery for cleaning is positive that it has been thought best to import the South Carolina golden and the Honolulu, both being superior varieties and well suited to the climatic conditions here.

AMERICAN WOMEN SPOILED BY AMERICAN MEN.

The *Cablenews* quotes Helen Mathers as follows:—American women who meet abroad are not like the best of your women who meet in America. Travelling American women have made a reputation for extravagance and all manner of foolish squandies. They are spoiled by the affection and largeness of their men. The women here are delightful, however, frank and sweet, and with a vivacity and guilelessness rarely found in an Englishwoman. They are good mothers and housekeepers, well bred, and seem to me to represent a higher type of woman than those one meets abroad.

American men are altogether charming. Their only fault is that they spoil their wives. Even those abroad are better bred than their women. They lead more moral lives than English men, and their courtesy and deference to women are beautiful.

What chiefly impresses me here is the general air of independence in everybody. The servants, the people in the street, even the trolley car men and conductors have it. English men have such a gloomy, depressed air. Your motorman answer you civilly, but with a devil-may-care expression that is very fetching.

NOTICE.

WE HAVE THIS DAY

REMOVED TO No. 17, QUEEN'S ROAD,

Promises formerly occupied by Mr. F. BLUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG, HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1905.

CHINESE LABOUR FOR THE PHILIPPINES.

The question of admitting Chinese labour to the Philippines is a very complex problem, and it is one that must constantly recur until some final solution is reached, says the *Cablenews*. There was a time in the history of the United States when immigration was encouraged without regard to the class of immigrants that came. Anything to furnish the vacant land and inhabitants. That day is for ever past, and the restrictions of foreign immigration to the States are being increased every year. Last year, 47,000 less people applied for admittance than in any previous year, and 50,000 of those who came were sent back again as undesirable.

The labour problem in the Philippines is essentially different from that of almost any other country on the globe. The present population is just about equal to the present demands for labour, but there are vast unopened resources that can be met only by an immense output of labour, and the question is where is such labour to be found. The one item of new railroads involves the equivalent of a very large per cent of the present mobile labour of the entire islands. Should this labour be made so attractive that the labourer will forsake his other and more directly productive industry, either agricultural or manufacturing, the new roads will find a scarcity of business after they are completed.

It is an open question whether the native Filipino is not too scarce to be employed extensively in the construction of public works, especially if such employment is to draw him from productive labour in the shop or the field. If the same degree of energy and capital were expended in developing the agricultural resources of the islands and skill of the natives, as are to be used in building the new railroads, we would see the present wealth of the islands very greatly increased within a few years. The mission of the Filipino labourer should be the development of his own country rather than the fu nishing of a large class of unskilled and consequently helpless labourers who, when unemployed, become a charge upon the public funds and a menace to public peace.

Who then is to build the roads, and dig the ditches and furnish the great tons of unskilled labour needed for the works of public improvement to be inaugurated on extensive lines? There is possibility that it may be yet expedient to import a part of our new unskilled labour from China, under conditions by which we could return the coolies when we are through with them. As a machine labourer, the Chinaman has no equal on earth. He is methodical, faithful, reliable, efficient, and he is a devoid of sentiment, that is, of any sort of sentiment that interferes with his work, as a sawmill. The problem has many sides, and the one is much to be said before we reach any final conclusion.

A CHINAMAN AS DOG JUDGE.

LADIES' KENNEL ASSOCIATION SHOW.
A dog show held last month at the Royal Horticultural Hall, under the auspices of the Ladies' Kennel Association, was remarkable for the fact that for the first time Chinese dogs were judged at an English show by a Chinaman. The judge was Mr. Wang Yan, of the Chinese Embassy, and he took the class for Pekingese, which is the most fashionable little dog of the day. Although Mr. Wang Yan was his native breed he did not disdain the usual judge's badge, as worn by his English colleagues. The Pekingese, which to the inexperienced eye appear to be the result of a cross between a pug and a toy spaniel, are really a distinct breed, being, in fact, the original "sleeve dog" of China. The dogs earned this name because they can easily be carried in the Chinese sleeve. The best kennels were well represented. There were some excellent bulldogs in the show, the best being Mr. Marley's well-known Felton Regent.

CHINESE FAVOUR RAILWAY TRAVELLING.

Railway Traffic at Choutan, Shantung, is steadily increasing both in goods and passengers and an additional train per day is expected to be soon added to present facilities. The crowded condition of the Chinese quarters proves that John Chinamen takes to the railway "con amore," and has no more objection than the rest of us to go at thirty instead of three miles an hour. On the longer lines a buffet car is now provided, while hot cooked food, roast fowl, and other delicacies, cooked in foreign or native style, may be had by passengers at fairly reasonable rates. Some of us who have done a good deal of travel of a sort "in the road," feel almost inclined to rub our eyes and wonder if it isn't all a dream and we will wake in the morning to find the innkeeper getting his guests off after spending a painful night on a hard brick bed with concomitant disadvantages of a sort over which charity draws the veil.

BURMA TIN.

The Straits Settlements papers give intelligence of a marked improvement in the returns of tin-mining in Southern Burma, although the industry is still of but small dimensions. Tin and riches, however, are closely associated terms, and it is an article of popular belief that to the one, the possession of the other is essential. The high price of tin is distinctly favourable to the tin miner, and there is further encouragement in the fact that the lodes of Southern Burma are a natural continuation of those in the Malay Peninsula, from which more than half the world's supply of tin is obtained.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 9th at 11.55 a.m. The barometer has risen over E. Japan and fallen in N. China. Pressure is highest over S.E. Japan. It appears to be low over Manchuria. Gradients continue slight over S. China and light variable winds are indicated in the Formosa Channel, and light E. and S.E. winds over the N. part of the China Sea. Forecast:—Variable winds; light; fine.

TRADE MARK.

TELEPHONE No. 135.

TANSAN

PER CASE OF 48 PINTS... \$6.5

PER CASE OF 100 SPLITS... 8.00

TANSAN

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

SCALP HUMOURS

Itching, Sealy and Crusted

With Loss of Hair

Speedily Cured by Cuticura

Soap and Ointment

When Every Other Remedy and

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

THE OAK. No. 33, CONDUIT ROAD, SIX ROOMED HOUSE, with Tennis Court.

Apply to— C. F. DE CARVALHO, Care of H. and S. Bank, Hongkong, 10th May, 1905. [1173]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction, **TOMORROW (THURSDAY), the 11th MAY, 1905, at Noon, at Causeway Bay, The Steam Launch "COMPETITOR,"** formerly known as "COURIER."

PARTICULARS:
Length Between Perpendiculars ... 33 ft. 8 in.
Breadth Extreme ... 11 ft.
Depth Moulded ... 5 ft. 3 in.
Gross Tonnage ... 22 tons.
Net Tonnage ... 10
Working Pressure ... 100 lbs.
Boiler—Steel, 4 ft. 6 in. diameter, 6 ft. 5 in. long.
Engines—Compound, New-Condensing.
Cylinders—H.P. 7 1/2", L.P. 14" Stroke 9".
A steam launch will leave SLAKE PIER at 11.30 A.M. to convey into ding purchasers.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 10th May, 1905. [1180]

COMPAGNIE DES MESAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

"POLYNESIE,"
will be despatched for the above ports on or about MONDAY, the 15th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 10th May, 1905. [2]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

Captain Formes, will leave for the above places TO-BAY, the 10th inst., at 4 P.M.

NORDDEUTSCHER LOYD.

For Further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 10th May, 1905. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 9th May, 1905. [18]

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M. TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 16th inst., at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognized.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents.

Hongkong, 8th May, 1905. [1178]

THE HONGKONG CANON & MACAO STEAMSHIP COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 9 A.M. arriving at Macao about NOON. Hour of departure:—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

Fares:—
First Class Single ... Return \$4.
Second Class Single ... Return \$2.
Children under 12 half price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 3rd May, 1905. [1134]

NOTICES OF FIRMS

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LD.
Hongkong, 8th May, 1905. [1173]

NOTICE OF REMOVAL.

THE Office of LUTGENS, EINSTAMANN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

NOTICE.

WE have authorised Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & CO.
Hongkong, 5th May, 1905. [1148]

INTIMATIONS

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on SATURDAY next, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.
Hongkong, 9th May, 1905. [1167]

WANTED.

PARTNERSHIP—CONSULTING ENGINEER. British Engineer desires Partnership with a Reliable Man or firm. Willing to put in Capital. Principals only.

Apply—**A. B. C.**
Care of Daily Press Office.
Hongkong, 9th May, 1905. [1165]

NOTICE.

ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCISCA THOMAS.

GEORGE THOMAS.
Hongkong, 6th May, 1905. [1156]

WANTED.

YOUNG Gentlemen desiring situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese. Colloquial fluently. Excellent references.

Apply to—**C. R.**
Care of Daily Press Office.
Hongkong, 29th April, 1905. [1102]

WANTED.

CHINESE CLERK able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply—**BOX 684.**
Care of Daily Press Office.
Hongkong, 6th May, 1905. [1151]

WANTED.

AN ASSISTANT MATRON for a Boys' Boarding School.

Apply to—**REV. F. T. JOHNSON,**
St. John's Cathedral.
Hongkong, 9th May, 1905. [1164]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.
Care of Office of this Paper.
Hongkong, 18th May, 1905. [49]

SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGERS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS.

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Week of Chinese Gunboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariners, No. 232 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese gunboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Coast Inspector's Office,
Shanghai, 1st May, 1904. [1125]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 73.

REMOVAL OF THE TAI-SHEK BARRIER, BACK REACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger Canton River will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacon.

The Dredger will exhibit by night the usual lights of a vessel at anchor—i.e., a white anchor light forward and a stern light.

J. ROWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 3rd May, 1905. [1134]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on **FRIDAY AND SATURDAY, the 12th and 13th MAY, 1905, commencing each day at 2 P.M. sharp, at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Lee House Street.**

A VERY FINE COLLECTION OF **JAPANESE CURIOS AND WORKS OF ART.**

Comprising—
SILK EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZES and BRASS VASES, SILK EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th May, 1905. [1159]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on **MONDAY, the 15th day of MAY, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1893.**

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	101	Conduit Road.	85' 91' 144' 9"	73'	8,568	60
					1,296	

INTIMATIONS.

MUSIC.

PIANO AND SINGING.

MR. A. GALUZZI is prepared to take pupils at his studio in the City Hall or at their residences.

For terms, etc., apply to the above, care of Robinson Piano Co.

Hongkong, 19th April, 1905. [102]

CHEAP BEDSTEDS FOR SALE.

THE Undersigned has a very large stock of **IRON BEDSTEDS and AMERICAN STEEL WIRE MATTRESSES** on hand for Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.

6' 2" by 4' 6" " " " 6.50 "

6' 2" by 5' " " " 7.50 "

Prices for Bedsteads and various sizes of Mattresses on application.

A. TACK & CO.,
26, Des Vaux Road Central.
Hongkong, 28th April, 1905. [1703]

RUIHART FERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,
Sole Agents.

(Hongkong, 18th May, 1905. [42]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [152]

NOTICE:

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially

Caters for Ship and Engine Repairing.

The Works may be reached in 10 minutes from Blake Pier by Kiosks or Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E.

Telephone 142.

Hongkong, 2nd January, 1905.

DAVID CORSAK & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,
Sole Agents.

Hongkong, 23rd November, 1902. [1009]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

Wm. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [1009]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS and CROCKERY WARE, &c., &c.; and FOCHOH WARE.

LAQUEURED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

SIEN TING.

SURGEON DENTIST.
No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

TO LET

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply—**Care of Daily Press Office.**
Hongkong, 9th March, 1905. [675]

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—**LINSTEAD & DAVIS,**
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also **GODOWNS** at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground-Floors and Top Floors with Godowns can be let separately on leases.

Apply to—**CHUNG SHUN KOO,**
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [92]

TO LET UNFURNISHED—AT THE PEAK.

WITH immediate entry. **LYEE MUN, BARKER ROAD,** containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—**RUSSO-CHINESE BANK.**
Hongkong, 3rd May, 1905. [1130]

TO LET.

SUITEABLE for Offices, **TWO ROOMS** in Prince's Building.

Apply to—**LAUTS, WEGENER & CO.**
Hongkong, 4th March, 1905.

TO LET.

NO. 1, RIVINGTON TERRACE, facing the Polo Ground, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 29th June, 1904. [81]

TO LET.

FLATS in MORETON TERRACE, facing the Polo Ground, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 29th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION "Forest Lodge" Causeway Road.

Apply to—**H. N. MODY.**
Hongkong, 2nd May 1905. [1114]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—**J. S. VAN BUREN,**
20, Des Vaux Road.
Hongkong, 13th April, 1905. [980]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 31a, 31b, 31c, Praya East No. 2, MACDONNELL ROAD. Possession on 1st June, 1905.

Apply to—**COMPTON'S DEPARTMENT,**
Nippon Yusen Kaisha.
Hongkong, 4th May, 1905. [84]

TO LET.

OFFICES in "Hotel Mansions" facing New Post Office and Hongkong Hotel.

Apply to—**HENRY HUMPHREYS,**
Alexandra Buildings.
Hongkong, 7th January, 1905. [180]

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—**Care of Daily Press Office.**
Hongkong, 18th March, 1905. [748]

TO LET.

ROBINSON PIANO Co. LD.

THE
PREMIER PIANO

FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT
MERE DEALERS, BUY-

ING AT ONE PRICE AND
SELLING AT ANOTHER,

BUT
PRACTICAL EXPERTS

AND
MANUFACTURERS

DEVOTED EXCLUSIVELY
TO THE MUSICAL

INSTRUMENT TRADE.

These are
FACTS OF THE

FIRST IMPORTANCE
TO PIANO BUYERS.

This Company is also by far
the LARGEST PIANO BUYER

IN CHINA and gives the most
SOLID VALUES and

Wide Selection of Makes
Chosen at the Factories and

ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [639]

BOARD AND RESIDENCE
PENSION FRANCAISE
AND RESTAURANT.

40, PORTUGUESE STREET.
TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. 1002

BOARD AND RESIDENCE.
MRS. GILLANDERS

"GLENWOOD."
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761]

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [51]

FIRST-CLASS BOARD & RESIDENCE
"ST. GEORGE'S HOUSE."
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort
Well furnished rooms facing the harbour
For terms, apply to—
Mrs. G. SACHSE.
"St. George's House,"
Hongkong, 15th March, 1903. [70]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Peddler's Hill.
Hongkong, 1st January, 1899.

PURE FRESH WATER.
THE HONGKONG STEAM WATER-
BOAT CO. LD. is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW
Manager.
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1905.

THE
DIRECTORY AND CHRONICLE
FOR 1905

Complete Edition ... \$10.00
Small ... 6.00
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and from the Local Booksellers.
PRINTING.
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

PUBLIC COMPANIES

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2
SHARES standing in the Register of
this Company in the names of WONG LAM
and APCAR, GABRIEL APCAR respectively,
having been LOST, viz:—
Scrip No. 811—1339/1343—15 Shares.
" " 228—2833/2835—15 " "
" " 673—1226/1232—2 " "
" " 32 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 32 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th April, 1905. [388]

THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 71 SHARES
standing in the Register of this Company
in the name of SI TAY have been LOST,
viz:—
Scrip No. 15—951/990—40 Shares.
" " 215—941/950—10 " "
" " 216—3902/3922—21 " "
" " 71 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 71 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th April, 1905. [389]

CANTON INSURANCE OFFICE
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that
SCRIP CERTIFICATE No. 584, issued
17th August, 1882, for One Share numbered
3700, in the above Office, standing in the name
of Mr. LE KWONG KAM, of Shanghai, has
been lost, and should the same not be produced
before the 15th instant, a NEW SCRIP
CERTIFICATE will be issued to the said Mr.
LE KWONG KAM, and no Transaction taking
place under the said Scrip Certificate No. 584,
will be recognized by the Office.

JARDINE, MATHESON & CO.,
General Agents.
Canton Insurance Office, Limited.
Hongkong, 4th May, 1905. [1137]

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

FINAL NOTICE.

ALL Shareholders who were entitled to a
proportion of the New Issue and who
have not applied for such must apply im-
mediately.

Interest will be charged at the rate of twelve
per cent. per annum on \$10 the amount payable
in respect of each share from the 31st day of
March, 1905.

No application will be received after the 31st
day of May.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 26th April, 1905. [1082]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 700 and 360
SHARES standing in the Register of
this Company in the names of ANTONIO
OSORIO and TAM BON CHIU have been
LOST, viz:—
In the name of ANTONIO OSORIO:—
Scrip No. 380/382—2429/2503 in scrip
of 25 " " 75 Shares.
" " 383—4529/4533 " " 25 " "
" " 384/386—2824/2898 in scrip
of 25 " " 75 " "
" " 387—4690/4720 " " 25 " "
" " 389/391—3428/3500 in scrip
of 25 " " 75 " "
" " 392—4950/4974 " " 25 " "
" " 755—5821/5830 " " 10 " "
" " 756/757—5831/5880 in scrip
of 25 " " 50 " "
" " 317/320—19051/19150 in scrip
of 25 " " 100 " "
" " 321/324—15951/15950 in scrip
of 25 " " 100 " "
" " 325/328—19151/19340 in scrip
of 50 " " 200 " "
" " 760 Shares.

In the name of TAM BON CHIU:—
Scrip No. 329/336—19551/19750 in scrip
of 25 " " 200 Shares.
" " 337—19751/19789 " " 40 " "
" " 338—19790/19800 " " 10 " "
" " 682—23506/23506 " " 100 " "
" " 683—23606/23625 " " 20 " "
" " 360 Shares.

NOTICE IS HEREBY GIVEN that
Duplicate Certificates for the said 1,120 Shares
will be issued one month hence, and that the
Original Certificates unless produced within
that period will thereafter be held by the
Company as null and void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 4th May, 1905. [1138]

VISITORS TO CANTON.
FROM HONGKONG TO CANTON
BY THE PEARL RIVER.

BY
CAPTAIN C. V. LLOYD (R.S. "HANKOW")
With Illustrations, Maps and Plans.

Price ... \$1.50

On Sale at—
Hongkong: "Daily Press" Office,
Messrs. KELLY & WATSON,
Messrs. W. B. NEWELL & CO.,
Canton: Messrs. A. S. WATSON & CO.
Hongkong, 4th October, 1903.

SCIENTIFIC MISCELLANY.

INTERNAL PRESSURE OF SUN AND PLANETS—
A PERFECT SCREW—A NEW DENTAL ENGINE—
KEEP THE HEART YOUNG—TEMPERATURE
MADE SPECIES—THE BODY IN WATER—
SUN SPOTS AND TIDES—ANIMAL SPEEDS—
PROHIBING POTATOES—PORTABLE GAS.

Estimating the physical conditions of the sun
and the planets, Prof. T. J. J. See has cal-
culated the pressures due to gravity, with results
that are certainly striking. At the earth's
centre the pressure is so enormous that figures
give only a faint idea of it, and it may be
stated to be as great as that of a column of
mercury 7398 times as high as the Eiffel Tower.
At the sun's centre—who can conceive of it!—
the probable pressure is nearly 212 billion
atmospheres! To exert such a pressure under
terrestrial gravitation, a column of mercury
would have to be high enough to extend beyond
the sun.

So important is the matter of a standard
screw for gun fittings and other accurate work
that a committee of the British War Office has
spent four years upon the problem. A special
lathe—the only one of its kind in the world—
has been constructed, and the screw at last
produced is regarded as a marvel of scientific
accuracy. It is three feet long, with no deviation
in any part of more than one ten-thousandth
part of an inch.

The spring-motor of Dr. Boreut, a French
surgeon-dentist, rotates a flexible cable 500 to
1,500 times per minute, running twelve minutes
to an hour and a half according to the work
performed, and is intended for dental and house-
holding operations, massaging, etc. It is wound
by the help of a metallic cord. It has proven
exceedingly useful where electric power is not
available, and can be taken to patients' homes,
or elsewhere.

Yoghurt is the name given to Xavier Dybowski's
special kind of curdled milk. It looks like
cream-cheese, but has a taste so disagreeable that
as a remedy for growing old it is declared to be
worse than the disease.

The art of keeping young, we are told by
Prof. Goldschneider, of Berlin, consists in
keeping sound the blood-vessels, for we are only
as old as the heart and the arteries. Long life
is best ensured by early attention to the heart,
though care begun in old age will often accom-
plish much. A great danger lies in abnormal
demands on the organ, and little injuries
accumulate, so that serious harm must come
from frequent repetitions of the use of heart
poison like alcohol or tobacco, or eating too
much, or too great muscular effort, or even of
mental overwork. Moderation in all things is
required. Exercise should not be violent nor
too little in amount, and the city of the blood
vessels should be promoted by frequent exposure
of the skin to air and water, and work, food and
sleep should be thoughtfully adjusted. Old
people need constant movement, with not too
much sleep.

The artificial production of new species of
animal as well as of plant life opens up startling
possibilities. In his years of experiments, Prof.
Standfuss, of Zurich, has taken 6,000 or more
ordinary caterpillars in different stages of
metamorphoses, and has exposed them to
abnormal temperatures varying from 25 deg.
to 100 deg. F. They mostly developed into
butterflies of ancient species, now very rare,
while some produced new and wholly unknown
species. One spring butterfly had summer des-
cendants of different form and colour, but the
chrysalis of this second form yielded the parent
variety at the proper temperature.

The human body has been lately proven by
Dr. Ferrier, a French investigator, to be some-
times heavier and sometimes lighter than pure
water, so that a person may float in salt water
and sink in fresh. Abnormal lightness seems
to occur in certain victims of hysteria and
nervous disease, and in witchcraft days the
"trial by water" would have convicted such
unfortunates as being in league with the devil.

The world's roses are estimated by J. G.
Baker, F. R. S., to include 69 primary species.
Of these 29 grow native in Europe; 26 in
Northern Asia; 18 in Western Asia; 9 in
India; 10 in Western North America; 6 in
Eastern North America.

In considering that the planets produce tides
in the sun's atmosphere, M. Emile Anceaur
classifies such tides as binary, ternary and
quaternary, according to the number of planets
acting together in opposition or conjunction.
The ternary tide, due to the combined action of
Jupiter, Venus and the earth, is supposed to be
the most important factor in regulating the
appearance of spots, and a curve showing the
fluctuations in the strength of this tide, as
calculated from the planetary positions, agrees
fairly well with the sun-spot curve for the years
1891 to 1903. This ternary tide has a period
of eleven years, its variations being due to
planetary eccentricities, chiefly to those of
Jupiter.

The speed table of animals of Mr. Thomson
Seton, as calculated from actual timings by
stop watch, credits the greyhound with 34
miles an hour; the race-horse with 32, the
American prong-horn antelope with 30, the
American "jack-rabbit" with 28, the common
fox with 26, the coyote or foxhound with 22
and the American grey wolf with 20. A man's
best speed is 14 miles an hour, the ordinary
runner being 12.

The potato imported in recent years from
Uruguay into Europe has been regarded as
only fit for feeding to cattle. In his cultivation
experiments at Vienna, however, M. Labergerie
has succeeded by persistent selection in produc-
ing several improved varieties, and has raised
about forty tons to the acre of potatoes fit for

table use. The plant flourishes in moist places,
a peculiarity being the production of both
underground and aerial tubers.

The new illuminating gas of Blau, an
Augsburg chemist, is prepared in a special
apparatus from the residuum of petroleum and
heavy mineral oils. Great economy is claimed,
with ready portability in cylinders and tanks.
The gas gives a brilliant light for streets or
public buildings, and it has the advantage of
being not easily exploded.

THE "WENCHOW" AND THE
WHALE.

The China Navigation Co.'s steamer
Wenchow, Captain Packard, while on a voyage
from Shanghai to Chefoo, met with an adven-
ture which is almost unique in the annals of
shipping. She left Shanghai on the 20th of
April and arrived at the N. E. Promontory at
9.18 a.m. on the 23rd. Alceste Island was passed
at 9.40 a.m., distance off, one mile, and twenty
minutes later the Captain and chief officer
who were on the bridge, keeping an eye open
for mines, discovered a black object two points
on the port bow, which on examination proved
to be a whale blowing. While watching it, it
sounded and a mine's after struck the Wenchow
on the port bow under water, shaking her
from stem to stern. It then passed
under the bottom of the ship, causing her to
quiver all over, and got foul of the propeller,
almost bringing the engines up standing for
two or three revolutions, as the blades slashed
into the huge mass. Clear of the ship it raised
its enormous head out of the water for fully 50
feet, spouting blood and colouring the sea all
round. Down it dived, lashing the sea into red
foam with its tail. Then up again and over
showing the fearful gashes on its side. Down
and up it rolled and tumbled in its death throes,
each succeeding movement getting weaker than
the last. The last those on the Wenchow saw
of the whale it was lying quivering on the
surface of the water. It was judged by those
on board to be over 100 feet long.—N.C.
Daily News.

GARRISON ORDERS.

HEAD QUARTERS,
HONGKONG, 9th May, 1905.

GARRISON ORDERS.—Court Inquiry.—No.
1. A Court of Inquiry, in accordance with
Para. 354 King's Regulations will assemble at
Lyennan at 10 a.m. the 10th instant, for the
purpose of investigating the cause of a fire
there on 6th instant. Present: Major R. A.
Kaye, Royal Garrison Artillery, Member;
An Officer, Royal Engineers, Officer in
Charge. All witnesses duly required to
attend. Proceedings in duplicate to be for-
warded to the Chief Staff Officer.

Allowances.—No. 2. The General Officer
Commanding has decided that the Annual
Allowances of Materials for repairing
Accoutrements, shall in future cease to be
drawn from Army Ordnance Department, by
Units other than Infantry, in this Command.
As articles of Accoutrements become repairable,
they should be handed into Army
Ordnance Workshops accompanied by Army
G. 1045 prepared in copying ink.

R.I.M.—No. 3. The R.I.M.S.
"Dufferin" arrived from North to-day. It
is notified for information that this vessel will
proceed direct from here to Bombay, and will
not call at Singapore, Rangoon or Calcutta.
By Order.
R. A. Ross, Major,
Chief Staff Officer.

THE NECESSITY
OF
brushing the teeth morning and evening
becomes a pleasure if you use

CALVERT'S
CARBOLIC
Tooth Powder

with its delicate perfume and agreeable taste.
It preserves the teeth by thorough
and antiseptic cleansing, and also
gives them the requisite polish
without injuring the enamel.

Calvert's Prickly-heat Soap

is very serviceable in hot climates as
a preventive of prickly-heat and other
irritation of the skin. It is pleasantly
perfumed and contains 10% Crystal
Carbolic.

These articles can be readily obtained from
most Chemists and Storekeepers.

F. C. Calvert & Co., Manchester,
England.

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CALLED OUT: or the Chang Wang's
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EXTRA COPIES of Daily Press are on
sale daily at Mr. L. RUTTONJEE'S
KOWLOON STORE, No. 38, Elgin Road,
and Mr. AH YAU'S FERRY WHAUF
STALL, 1/2 cent per copy cash.
Hongkong, 22nd December, 1902.



Fine Skin
is made finer, and had is made better by
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'
No imitation can be called 'Dartring'
Dartring Toilet 'Lanoline'
in collapsible tubes
'DARTRING' LANOLINE TOILET SOAP

JOHN ROBERTSON & SON, LTD.

J. R. D.

WHISKIES WHICH WE SELL

HAVE BEEN AWARDED

GOLD & SILVER MEDALS

AT THE

CAPE TOWN INDUSTRIAL EXHIBITION.

DOES THIS PROVE OR NOT THAT WE SELL ONLY THE BEST?

GREGOR & CO.,

WINE MERCHANTS, HONGKONG.

45-17

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 625

JAPAN COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Manada, Manoura, Onoura Onaji,
Sasabaru, Tsutsukuro, Yoshinokuni, Yoshio, Yanokibara, and other Coals.

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You can depend upon
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NORTH BRITISH AND MERICAN
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PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 3,658,961 12 3

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th June, 1904. [188]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [181]

L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED

The Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [81]

ROBERT CRAWFORD'S
C. C. C. WHISKY.

Price ... \$10 Per Dozen

SHIPPING.

ARRIVALS.
BAYERN, German str., 3,128, H. F. Fries, 9th May, Hamburg and Singapore 5th May.
Mail and General, Meichers & Co.
DUFFIN, British str., 3,967, J. F. Fries, 9th May, Hamburg and Singapore 5th May.

FOURTEEN, German str., 1,814, O. H. Fries, 9th May, Hamburg and Singapore 5th May.
HAIN, British str., 636, A. J. Robson, 1st May, Tamsui, Amoy and Swatow 8th May.
General, Douglas LaPraik & Co.
HANGSANG, British str., 9th May, from Canton.

KUNPANG, British str., 2,677, E. J. Butler, 8th May, Calcutta 2nd April and Singapore 3rd May, General, Jardine, Matheson & Co.

KWANGKAI, Chinese str., 1,965, R. Lincoln, 9th May, Shanghai 5th May, General, C. M. S. N. Co.

KWANGTAI, Chinese str., 9th May, from Canton.

M. F. Fries, German str., 1,991, P. Brandt, 8th May, Manila 5th May, General, Siamson & Co.

PHUENSIEN, Chinese str., 3,778, R. Dahl, 9th May, Amoy and General, Meichers & Co.

SINGAPORE, British str., 1,021, C. F. Fries, 9th May, Hong Kong 5th May, Sugar, Butterfield & Swire.

TAMU, British str., 1,350, A. W. Unterbridge, 8th May, Cebu 5th May, Butterfield & Swire.

YCHOOW, British str., 9th May, from Canton.

ZAFIRO, British str., 1,111, R. Rodger, 8th May, Manila 5th May, General, Shaw, Tomes & Co.

CLEANANCES.

AT THE HARBOR MASTER'S OFFICE.
9th May.

H. A. Bruch, Norwegian str., for Moji, Chertow, British str., for Amoy.

Hue, French str., for Kwangchow.

Keweenaw, Chinese str., for Canton.

Prince Sigismund, German str., for Kobe.

Yachow, British str., for Ningpo.

DEPARTURES.

9th May.

ANDRE, Rickmers, German str., for Hongkong.

CHINA, American str., for San Francisco.

DEVANAGARI, German str., for Hongkong.

HAIN, British str., for Swatow.

HAIN, German str., for Hainan.

HAIN, Swedish str., for Shanghai.

JACOB, D. K. Rickmers, German str., for Haiphong.

JACOB, British str., for London.

SUPANG, British str., for Calcutta.

VERUS, American str., for Manila.

ZAFIRO, British str., for Amoy.

SHIPPING REPORTS.

The German str. *Phuensi* reports: Dense fog during the voyage.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

The British str. *Light* reports: Light to strong N.E. winds and foggy, moderate sea.

VESSELS IN DOCK.

9th May.

Kowloon Docks.—H. A. Bruch, H.M.S. *Albion*, *Hoiching*, *Ichio*.

VESSELS ON THE BERTH

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin and Chienchi.)

THE Steamship

"LYEEMOON,"

Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 10th instant, at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 8th May, 1905. [1154]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINUN,"

Captain Robson, will be despatched for the above ports TO-MORROW, 11th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPEL & CO., General Managers.

Hongkong, 8th May, 1905. [1181]

FOR CHEFOO AND TSINGTAU.

(Taking Cargo at Through Rates to Chienchi and Tientsin.)

THE Steamship

"FISHER,"

Captain Chr. Rafen, will be despatched for the above ports on FRIDAY, 12th inst., at 4 P.M.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 9th May, 1905. [1170]

BENT LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDFE,"

Captain McIntosh, will be despatched as above on MONDAY, the 15th inst.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905. [972]

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"SAGAMI" ... 31st May.

"EROLLO" ... 6th June.

"HINDUSTAN" ... 24th June.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 2nd May, 1905. [283]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	DEVALER	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	On 15th inst.
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	CLAUDUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	DARBARUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	KINTECK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, &c. VIA PORTS OF CALL	DUMBEA	French str.	—	Boyer	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PREUSSIN	Ger. str.	—	Dahl	MELCHERS & CO.	Today, at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SKOVIA	Ger. str.	k. w.	Schoonfeldt	HAMBURG-AMERIKA LINE	On 12th June.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISE	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 28th June.
HAVRE & HAMBURG VIA STRAITS, &c.	BRIGADA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Berberovich	SANDER, WILKES & CO.	On 1st June, P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALEKIE	Aust. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	LAERTES	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	PRIAM	Brit. str.	1 m.		STANDARD OIL CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	KENNERBEC	Brit. str.	—		SHEWAN, TOMES & CO.	On 18th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—		DODWELL & CO. LD.	About 31st inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SAGAMI	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 2nd June.
NEW YORK VIA SUEZ	NUMA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	Today.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 13th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	NINCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	HYADES	Aust. str.	—	Wright	DODWELL & CO., LIMITED.	On 16th inst., at Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Brit. str.	—	Bahle	PORTLAND & ASIATIC S.S. CO.	On 13th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	TSISAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst., at Noon.
AUSTRALIAN PORTS	PRINZ SIGISMUND	Ger. str.	—	Leuz	GIBB, LIVINGSTON & CO.	On 10th June, at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	EASTERN	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	About 13th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	PALESTINE	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	On 16th inst.
TSINGTAU, CHEFOO & TIENTSIN	CAHILL	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th inst., at 3 P.M.
TSINGTAU, CHEFOO & TIENTSIN	WAGAN	Ger. str.	—	Chr. Rafen	JARDINE, MATHESON & CO.	On 13th inst., at 4 P.M.
CHEFOO & TSINGTAU	EIDER	Ger. str.	—	H. Fries	JARDINE, MATHESON & CO.	Today, at 4 P.M.
SHANGHAI NAOKAKI, HUGO & YOKOHAMA	BAVERN	Ger. str.	—	Th. Lehmann	SIMSEN & CO.	Today, at 5 P.M.
SHANGHAI	HANGSANG	Brit. str.	—		MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI	LYEEMOON	Ger. str.	—		OSAKA SHOSHEN KAISHA	On 16th inst., at 10 A.M.
SHANGHAI, KOBÉ & YOKOHAMA	POLYMERSEN	French str.	—	Boydson	P. & O. S. N. Co.	About 10th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CLARA JENSEN	Ger. str.	—	G. Phillips	BUTTERFIELD & SWIRE	Today.
SHANGHAI	BENGAL	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 14th inst., at 8 A.M.
NINGPO & SHANGHAI	YCHOOW	Ger. str.	—	Carl Moller	OSAKA SHOSHEN KAISHA	On 21st inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	FRIEDRICH	Ger. str.	—	C. Olson	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	T. BJORNSEN	Ger. str.	—	Robson	DOUGLAS LAFLETT & CO.	On 17th inst., at 10 A.M.
SWATOW, AMOY & TAMSUI	HAINUN	Brit. str.	2 h.		BUTTERFIELD & SWIRE	Today.
MANILA	TAMING	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 12th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	On 20th inst., at Noon.
MANILA	RUMI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	Today.
MANILA	SUNOKIANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 13th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
JAVA PORTS	TILATAP	Dut. str.	—		CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	INCHIA	Ital. str.	—	Cogliolo		

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	SAILING DATE
SEGOWIA (HAYRE, BREMEN and HAMBURG)	On 11th May. Freight.
Capt. Schoenfeldt (Calling at Singapore, Penang and Colombo)	
C. FRIED. LAEKE (HAYRE and HAMBURG)	On 12th June. Freight.
Capt. von Hoff (Calling at Singapore, Penang and Colombo)	
BRISGAVIA (HAYRE and HAMBURG)	On 28th June. Freight.
Capt. Russ (Calling at Singapore, Penang and Colombo)	
SITHONIA (HAYRE and HAMBURG)	On 12th July. Freight.
Capt. Hildebrandt (Calling at Singapore, Penang and Colombo)	
ACILIA (HAYRE and HAMBURG)	On 26th July. Freight.
Capt. Habel (Calling at Singapore, Penang and Colombo)	
NUBIA (NEW YORK VIA SUEZ)	On 2nd June. Freight.
Capt. Habel (with liberty to call at the Malabar coast)	

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE HONGKONG OFFICE, No. 1, JENKIN'S BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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ZAFIRO	2540	R. Rodger	Manila	Sat. 13th May, Noon.
RUBI	2540	A. H. Notley	Manila	Sat. 20th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th May, 1905. [115]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL"	On 18th May, 4 P.M.
S.S. "NORDPOL"	About 15th June.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 8th May, 1905. [1004]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
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TAMSUI VIA SWATOW	"PROTEUS"	SUNDAY, 14th May, at 8 A.M.
SHANGHAI VIA SWATOW	"CLARA JENSEN"	TUESDAY, 16th May, at 10 A.M.
ANPING VIA SWATOW	"R. BJORNSEN"	WEDNESDAY, 17th May, at 10 A.M.
TAMSUI VIA SWATOW	"EMILIEJOE"	SUNDAY, 21st May, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co., Agents.

OSAKA SHOSHEN KAISHA.

Hongkong, 8th May, 1905. [14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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HYADES	3,753	Wright	Tuesday, May 23rd
PHILADELPHIA	3,753	F. G. Penington	Friday, June 30th
SHAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Gardick	Tuesday, August 8th

† Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 8th May, 1905.

DODWELL & CO., LIMITED.

GENERAL AGENTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP

LONDON & ANTWERP	PERA	About 10th inst.	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	A. L. Valentini	May	

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 10th May.	
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd May.	
GLASGOW and LIVERPOOL...	"HYSON"	On 30th May.	
GLASGOW and LIVERPOOL...	"PRIAM"	On 31st May.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 1st June.	
GLASGOW and LIVERPOOL...	"FOXTON HALL"	On 14th June.	
GLASGOW and LIVERPOOL...	"YANGTZE"	On 18th June.	
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 18th June.	
GLASGOW and LIVERPOOL...	"AJAX"	On 25th June.	

HOMWARDS.

FOR	STEAMERS	TO	DATE
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.	
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.	
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.	
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.	
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.	
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.	
GENOA, MARSEILLES and LIVERPOOL	"PRIAM"	On 20th July.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 19th May.	
	"YANGTZE"	On 21st June.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th May, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"YOHCHOW"	On 10th May.	
MANILA and CEBU	"TAMING"	On 10th May.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 11th May.	
TSINGTAU, CHEFOO and TIENTSIN	"TSINAN"	On 13th May.	
	"CHIHLI"	On 16th May.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th May, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

STEAMERS	TO	DATE
S.S. "LOTHIAN"	Captain J. C. Williamson.	
S.S. "INDRAVELLI"	Captain S. Callington.	
S.S. "COURFIELD"	Captain J. W. Martin.	
S.S. "ORANLEY"	Captain W. E. Steele.	
S.S. "IKBAL"	Captain M. Robertson.	
S.S. "ASCOT"	Captain C. E. Cox.	
S.S. "SIKH"	Captain J. Rowley.	
S.S. "INKULA"	Captain Dean.	
S.S. "KATHERINE PARK"	Captain Copp.	

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION & CANCELLATION.

STEAMERS	TO	DATE
PREUSSEN	WEDNESDAY	10th May
ROON	WEDNESDAY	24th May
BAYERN	WEDNESDAY	7th June
ZIETEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PREUSSEN	WEDNESDAY	30th August
ROON	WEDNESDAY	13th September
BAYERN	WEDNESDAY	27th September
GNEISENAU	WEDNESDAY	11th October
PRINZESS ALICE	WEDNESDAY	25th October
SACHSEN	WEDNESDAY	8th November
PRINZ REGENT LUITPOLD	WEDNESDAY	22nd November
PRINZ HEINRICH	WEDNESDAY	6th December
PREUSSEN	WEDNESDAY	20th December

ON WEDNESDAY, the 10th day of MAY, 1905, at Noon, the Steamship "PREUSSEN," Captain Dahl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and PORT SAID.
Shipping Orders will be granted on MONDAY, the 8th May. Cargo and Specie will be received on Board until Noon on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 9th May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 27th April, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" ... 3,882 Tons	WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons	WEDNESDAY, 31st May.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons	WEDNESDAY, 21st June.
R.M.S. "TARTAR" ... 4,425 Tons	WEDNESDAY, 5th July.

Hongkong to London, 1st Class ... via St. Lawrence 230. via New York 232.
Intermediate on Steamers ... 240. " " 242.
and 1st Class Rail ... " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Queen Street.

[6]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TJILATJAP	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMAH	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Alexandra Buildings, 3rd Floor.
Hongkong, 3rd May, 1905.

VESSEL ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
via NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship "PRINZ SIGISMUND," Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 4th May, 1905.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"MARIA VALERIE,"
Captain Borborovich, will be despatched as above on THURSDAY, the 1st June, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings.
Hongkong, 5th May, 1905.

FOR NEW YORK
via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship
"KENNEBEC,"
will be despatched at the end of June.
For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department
4, Des Voeux Road, Central.
Hongkong, 2nd May, 1905.

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific service until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE to BOSTON, by the steamers of the NIPPON PACIFIC CO. ST. BOSTON STEAMSHIP and TOWBOAT CO. OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For further Particulars, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	961 "
Width of Entrance on Bottom...	883 "
Water on Blocks at Spring Tide...	341 "

DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	264 "

DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	350 "
Width of Entrance on Top...	66 "
Width of Entrance on Bottom...	52 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept at hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready at Short Notice.

Telephone No. 1735.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI,"
which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A.I. ABC 5th Edition, Western Union Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENCIES:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: MACDONALD & CO.
CHINKAI: SEARING & CO.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE IMPORTERS of Takashima, Ochi, Shinano, Nanyang and Kani-Yamato Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Lugawu) and Yashimochi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA, JAPAN, and the other principal ports of the world.

CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS Ports every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum Postage to any part of the World \$2.

2613

Keep it Handy

For an emergency. When accidents happen, or sudden sickness comes, nothing will bring such prompt relief as that famous old remedy,
PERRY DAVIS' Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY, DIARRHOEA, SPRAINS, BITES and STINGS.

15-3-2

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hong Kong. A Special Table is devoted to the Parcels Post to and from England.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office
Hongkong, 10th February, 1905.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JUNE to DECEMBER, 1904. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office
Hongkong 25th February, 1905.

to Ladies all the most beautiful women use CREME SIMON

Have found it very
a good indeed.

SAVON + POUDRE SIMON
PARFUMS
J. SIMON,
Chemiste, Hairdresser, Perfumier and Stores.

1101-3

GRIMAULT & CO Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8
Paris

1101-3

THE UNRIVALLED KILLER. KEATING'S POWDER.

FATAL TO INSECT LIFE.
Harmless to Everything Else.
Sold in Tins and Bottles only.
Be quite sure you get KEATING'S.
IT KILLS
FLEAS, BEETLES, BUGS, FLIES.

1225

THE NEW FRENCH REMEDY TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossel, Joubert, Vignola and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

THERAPION No. 2 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

THERAPION No. 3 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

THERAPION No. 4 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

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THERAPION No. 12 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

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THERAPION No. 14 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

THERAPION No. 15 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

THERAPION No. 16 is a remedy in a capsule, which, when taken, produces a powerful action on the blood, purifying it, and removing all impurities, and thus restoring the system to its normal state.

